GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:698
ANSWERED ON:26.02.2001
INSTRUMENTAL LANDING SYSTEM
BIJOY KRISHNA HANDIQUE

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Instrumental Landing System (ILS) Category III has been installed in Delhi Airport;

(b) the year in which the decision was taken to instal the system and the length of time taken from the date of the decision to the date of installation thereof;

(c) whether Indian pilots have been trained on these sophisticated equipments;

(d) if so, whether Government have assessed the extent of loss in time and money caused by disruption of commercial flights due to poor visibility in absence of the Category III ILS; and

(e) whether Government have set a time frame for installing the system in major airports like Mumbai, Calcutta, Chennai airports enveloped by fog and pollution?

Answer

THE MINISTER OF CIVIL AVIATION(SHRI SHARAD YADAV)

(a):- Yes, Sir. Instrument Landing System (ILS) equipment capable of Cat.IIIA operations was installed at IGI Airport, Delhi on 14.02.1999. However, it was made operational as Cat.II because additional ground facilities like Runway Centre-line Lights, Approach Lights, etc. were to be provided.

(b):- The decision to install Cat.IIIA ILS at IGI Airport, Delhi was taken in August, 1998 and the installation of the various facilities including the main equipment was completed in November, 2000. The delay was due to the ban imposed by the Hon`ble Supreme Court of India on the use of hot mix plant in Delhi. The system would be made operational by March, 2001.

(c):- Indian pilots have already been trained for Cat.II operations. After they acquire the requisite experience of Cat.II operations, they will be authorised for Cat.III operations.

(d):- Installation of Cat.IIIILS enables aircraft operations in low visibility condition upto 200 metres. However, the visibility condition sometimes drops below 200 metres as well and aircraft operations have to be suspended during that period. Hence it will not be proper to attribute suspension of aircraft operations at the airports purely to non-installation of Cat.III ILS and therefore, it is difficult to assess the extent of loss in time and money caused by disruption of commercial flights, on account of this.

(e):- Instrument Landing Systems (ILS) for Cat.I requirement are already in operation at the international airports at Mumbai, Kolkata and Chennai. These are considered adequate.